

**R. P. OWENS**

200 North Valley Road  
Barrington, Illinois 60010-3434

Phone: 847-381-1276  
Fax: 847-381-1995

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Karen Darch, Village President  
Village of Barrington  
200 S. Hough Street  
Barrington, IL 60010

Dear President Darch:

Thank you for the opportunity to meet with the U.S. Surface Transportation Board and express my concerns about the possibility that the Canadian National Railway's plan to increase R.R. traffic thru our Village. I want to bring the board's attention to the following issues:

1. I have a history of bleeding which requires immediate hospitalization. If train traffic obstructs my ability to get to Good Shepherd Hospital, the consequent could be my death at a R.R. crossing. I have documentation from the University Of Chicago, Doctor Russell Cohen, directing me to go immediately to the closest hospital emergency room. I was hospitalized May 2007 with a life threatening bleed that did not resolve my condition and that I was advised that I would encounter another incident sooner or later. When freight trains that are greater than 1 mile long go through our village, this has the real potential to threaten my life.

2. My next concern relates to the disruption of street traffic and the huge impact of Police, Fire and Ambulance movement to take care of emergency situations. I have lived in Barrington for over 35 years and the growth of auto/truck traffic has increased beyond belief. There have been many times when the congestion will delay a trip to downtown or to the high school 15 to 30 minutes. I live only one mile from downtown and less than two miles to the high school. This delay is already due to train commuter traffic at the downtown train station. Think of the difficulty to school bus schedules and the disruption of the homes of all school children and their parents. The traffic congestion will also have a major increase to pollution.

3. The next concern relates to noise created by these freight trains. This train traffic goes right thru residential neighborhoods with the high school being located along side of the tracks.

4. Many issues proposed by business enterprises are normally influenced by lobbyist and the financial clout that companies like Canadian National Railway's bring into the decision. Certainly any infrastructure (underpasses/overpasses) should not be absorbed by the tax payers. If this proposal is seriously considered, any costs need to be absorbed by CNRR.

With the above situations, the impact to economic development will be a serious concern. We already have the Northwestern train traffic going right thru our business district. We can ill-afford to create additional obstacles to this community



Roger & Carol Owens